
Responses to Agency and City Comments

COMMENT CODE: 1A

SOURCE: State of Missouri Office of Administration

RESPONSE: Comment noted.

APPLICABLE REFERENCE: None.

COMMENT CODE: 2A

SOURCE: Clay County Economic Development Council

RESPONSE:

Heart of America

MoDOT is committed to letting for construction a reasonable and safe bicycle/pedestrian facility crossing the Missouri River along Missouri Route 9 between 10th Avenue in North Kansas City and 3rd Street in Kansas City via the Heart of America Bridge by 2012.

Paseo Bridge

MoDOT is committed to achieving the goals of the kclCON (design-build) project:

- Deliver the I-29/I-35 corridor improvements within the total program budget of \$245 million.
- Construct a landmark Missouri River bridge(s) that can be reasonably maintained to provide more than a century of useful service.
- Maximize safety, mobility, aesthetics and capacity improvements in the corridor.
- Engage stakeholders and the community to successfully develop and deliver the project.
- Meet or beat the project completion date of October 31, 2011.

MoDOT will continue to work with the community to prioritize the needs for this project within the allocated budget.

MoDOT will include a provision in the RFP that enough design work be completed on a new Paseo Bridge to allow for the addition of a reasonable and safe bicycle/pedestrian facility to be designed and built, if funded, on the structure in the future.

MoDOT continues to be concerned about the safety and connectivity for bicyclists and pedestrians at the Paseo crossing due to the industrial land use north of the river and the high truck volume.

APPLICABLE REFERENCE: None.

COMMENT CODE: 3A

SOURCE: Kansas City, Missouri Office of the Mayor

RESPONSE: Comment noted.

APPLICABLE REFERENCE: None.

COMMENT CODE: 4A

SOURCE: City of North Kansas City

RESPONSE: The interchanges shown in both the Draft and Final EISs are illustrative concepts used to develop a project footprint and estimate impacts. Specific interchange designs will be developed during the design-build process. MoDOT is committed to continuing coordination regarding access issues with North Kansas City. The public will also continue to be afforded opportunities to provide input on priorities and local concerns throughout the remainder of the NEPA process and the design-build portion of this project. The City of North Kansas City provided a concept showing a different alternative at the M-210/Armour interchange and it will be made available to the design-build team for consideration during the detailed design phase of this project. MoDOT appreciates the city's efforts in continuing to work cooperatively to examine interchange concepts at this important interchange.

APPLICABLE REFERENCE: Section F, #17 in this Record of Decision.

COMMENT CODE: 4B

SOURCE: City of North Kansas City

RESPONSE: Through discussions with stakeholders and through public comments, it was determined to be desirable to maintain access at both Bedford and Levee Road. Braided ramps are shown in the conceptual designs. Braided ramps were considered in order to eliminate a traffic weave at a location where the crash rate exceeds the statewide average for similar facilities (Table I-3 in the DEIS). However, the space required for the braided ramps requires the removal of Macon Street at this location. Access to the properties adjacent to Macon Street would be provided by the network of local streets serving this area.

Specific interchange designs will be developed during the design-build process. MoDOT is committed to continuing coordination regarding access issues with North Kansas City. The public will also continue to be afforded opportunities to provide input on priorities and local concerns throughout the remainder of the NEPA process and the design-build portion of this project. The City of North Kansas City provided a concept showing a different alternative at the Bedford and Levee Road interchanges and it will be made available to the design-build team for consideration during the detailed design phase of this project. MoDOT appreciates the city's efforts in continuing to work cooperatively to examine interchange concepts at these important interchanges.

APPLICABLE REFERENCE: Chapter II, H, 2 of the DEIS and FEIS.

COMMENT CODE: 4C**SOURCE:** City of North Kansas City

RESPONSE: The 16th Avenue interchange is not proposed to be expanded to a full interchange because of the short distances between this interchange and the interchange with M-210/Armour Road. The section of I-29/35 between 16th Avenue and M-210 has a crash rate which is higher than the statewide average for similar facilities (Table I-3 in the DEIS). Making this a full interchange would create a difficult weave between merging and diverging traffic at these interchanges which would be expected to worsen traffic safety. This would go against the goals of the purpose and need which include improving traffic safety and operations.

APPLICABLE REFERENCE: Chapter II, H, 1 of the DEIS and FEIS.

COMMENT CODE: 4D**SOURCE:** City of North Kansas City

RESPONSE: MoDOT is committed to continuing discussions with the public and key stakeholders regarding community priorities, which includes input regarding closures during construction. A maintenance of traffic plan will be developed for the construction phase of the project. The EIS has identified the possibility that the Paseo Bridge or other portions of the corridor could be closed during all or part of the construction period subject to the details that will be worked out during the design-build process. Public involvement and opportunity for input will continue into the design-build phase of the project when more information related to the design is available. MoDOT will coordinate with area businesses regarding access issues, via direct communication throughout the construction period.

APPLICABLE REFERENCE: Section F, #2 of this Record of Decision.

COMMENT CODE: 4E**SOURCE:** City of North Kansas City

RESPONSE: Comment noted.

APPLICABLE REFERENCE: None.

COMMENT CODE: 4F**SOURCE:** City of North Kansas City

RESPONSE: MoDOT is committed to achieving the goals of the kclCON (design-build) project:

- Deliver the I-29/I-35 corridor improvements within the total program budget of \$245 million.
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- Construct a landmark Missouri River bridge(s) that can be reasonably maintained to provide more than a century of useful service.
 - Maximize safety, mobility, aesthetics and capacity improvements in the corridor.
 - Engage stakeholders and the community to successfully develop and deliver the project.
 - Meet or beat the project completion date of October 31, 2011.

MoDOT will continue to work with the community to prioritize the needs for this project within the allocated budget. MoDOT is committed to including the Community Advisory Group in design-build discussions and proposal evaluations regarding the aesthetics of the Missouri River bridge. The Community Advisory Group will receive 20 out of 100 points to evaluate the architectural style and aesthetic designs proposed by design-build teams competing to construct a new Missouri River bridge(s).

APPLICABLE REFERENCE: None.

COMMENT CODE: 5A

SOURCE: Missouri River Crossing Committee

RESPONSE:

Heart of America

MoDOT is committed to letting for construction a reasonable and safe bicycle/pedestrian facility crossing the Missouri River along Missouri Route 9 between 10th Avenue in North Kansas City and 3rd Street in Kansas City via the Heart of America Bridge by 2012.

Paseo Bridge

MoDOT is committed to achieving the goals of the kclCON (design-build) project:

- Deliver the I-29/I-35 corridor improvements within the total program budget of \$245 million.
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MoDOT will continue to work with the community to prioritize the needs for this project within the allocated budget.

MoDOT will include a provision in the RFP that enough design work be completed on a new Paseo Bridge to allow for the addition of a reasonable and safe bicycle/pedestrian facility to be designed and built, if funded, on the structure in the future.

MoDOT continues to be concerned about the safety and connectivity for bicyclists and pedestrians at the Paseo crossing due to the industrial land use north of the river and the high truck volume

APPLICABLE REFERENCE: None.

COMMENT CODE: 5B

SOURCE: Missouri River Crossing Committee

RESPONSE: Based on MoDOT standards a Level of Service E is acceptable for peak hour traffic. Level of Service E is not expected to occur until sometime between the years 2025 and 2027.

APPLICABLE REFERENCE: None.

COMMENT CODE: 5C

SOURCE: Missouri River Crossing Committee

RESPONSE: The Northland~Downtown MIS looked at four lanes plus two lanes for HOV for a larger area than the I-29/35 Study Corridor during southbound AM peak hour. The DEIS looked at six lanes, reserving two for HOV and showed a minimal travel time savings with a similar result of less person trip movement with HOV lanes than with the multi-purpose lanes. HOV was not shown to be cost effective for mitigating congestion. However, strategies such as HOV lanes are not precluded in the study corridor and can be considered as part of a regional HOV strategy in the future.

APPLICABLE REFERENCE: Summary, Chapters I and II of the DEIS. MIS Preferred Strategy Report: Transit and Highway Travel Demand, Section 5.0 High Occupancy Vehicle (HOV) Analysis; HOV Assessment, HOV Lanes (Alternative D) Fatal Flaw Assessment of I-29 HOV Improvements Table.

COMMENT CODE: 5D

SOURCE: Missouri River Crossing Committee

RESPONSE: MoDOT is committed to continuing discussions with the public and key stakeholders regarding community priorities, which includes input regarding closures during construction. A maintenance of traffic plan will be developed for the construction phase of the project. The EIS has identified the possibility that the Paseo Bridge or other portions of the corridor could be closed during all or part of the construction period subject to the details that will be worked out during the design-build process. Public involvement and opportunity for input will continue into the design-build phase of the project when more information related to the design is available. MoDOT will coordinate with area businesses regarding access issues, via direct communication throughout the construction period.

APPLICABLE REFERENCE: None.

COMMENT CODE: 5E

SOURCE: Missouri River Crossing Committee

RESPONSE: FHWA and MoDOT are committed to involving the public in successfully developing and delivering the project as we move through the design-build process. Prior to awarding the design-build contract, public involvement activities will include a project Web site, newsletters and communications with adjacent property owners. MoDOT also will work with an advisory group of community representatives, appointed by elected and civic leaders. This group will help the project team identify and capture public priorities for various aspects of the project. These ideas will be summarized and broadly shared with members of the project team, prospective contractors and the public. MoDOT is committed to including the Community Advisory Group in design-build discussions and proposal evaluations regarding the aesthetics of the Missouri River bridge. The Community Advisory Group will receive 20 out of 100 points to evaluate the architectural style and aesthetic designs proposed by design-build teams competing to construct a new Missouri River bridge(s). In addition, MoDOT will hold a public meeting prior to awarding the design-build contract to capture and document the public's priorities for the project. MoDOT also will seek out public events where project information and team members can be made available.

Once a contractor is selected, MoDOT will hold a second public meeting where the selected contractor would be available to answer questions, share their design, and get input from the public on that design. Outreach through the project's Web site and newsletter, as well as outreach to impacted property owners will continue after awarding the design-build contract. Finally, MoDOT will work with the selected contractor to develop and implement plans to inform the public of property impacts, including traffic management plans.

MoDOT is committed to achieving the goals of the kclCON (design-build) project:

- Deliver the I-29/I-35 corridor improvements within the total program budget of \$245 million.
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- Maximize safety, mobility, aesthetics and capacity improvements in the corridor.
- Engage stakeholders and the community to successfully develop and deliver the project.
- Meet or beat the project completion date of October 31, 2011.

MoDOT will continue to work with the community to prioritize the needs for this project within the allocated budget.

APPLICABLE REFERENCE: None.

COMMENT CODE: 5F

SOURCE: Missouri River Crossing Committee

RESPONSE: Comment noted.

APPLICABLE REFERENCE: None.

COMMENT CODE: 5G

SOURCE: Missouri River Crossing Committee

RESPONSE: MoDOT is committed to minimizing lighting impacts. Efficient lighting and equipment will be installed, where appropriate, to optimize the use of light on the road surface while minimizing stray light intruding on adjacent properties.

APPLICABLE REFERENCE: Summary of the DEIS and FEIS. Section F, #10 of this Record of Decision.

COMMENT CODE: 6A

SOURCE: Northland Regional Chamber of Commerce

RESPONSE:

Heart of America

MoDOT is committed to letting for construction a reasonable and safe bicycle/pedestrian facility crossing the Missouri River along Missouri Route 9 between 10th Avenue in North Kansas City and 3rd Street in Kansas City via the Heart of America Bridge by 2012.

Paseo Bridge

MoDOT is committed to achieving the goals of the kclCON (design-build) project:

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MoDOT will continue to work with the community to prioritize the needs for this project within the allocated budget.

MoDOT will include a provision in the RFP that enough design work be completed on a new Paseo Bridge to allow for the addition of a reasonable and safe bicycle/pedestrian facility to be designed and built, if funded, on the structure in the future.

MoDOT continues to be concerned about the safety and connectivity for bicyclists and pedestrians at the Paseo crossing due to the industrial land use north of the river and the high truck volume.

APPLICABLE REFERENCE: None.

COMMENT CODE: 7A

SOURCE: Clay County, Missouri

RESPONSE: A great deal of work and collaboration has taken place since October 2005 regarding the bicycle/pedestrian crossing issue. MoDOT is working to address the issues of concern to the public. Based on the analysis done in the Feasibility Study for Downtown Bicycle/Pedestrian River Crossing and the recommendations from the Mid-America Regional Council (MARC), MoDOT is committed to the following:

Heart of America Crossing

MoDOT is committed to letting for construction a reasonable and safe bicycle/pedestrian facility crossing the Missouri River along Missouri Route 9 between 10th Avenue in North Kansas City and 3rd Street in Kansas City via the Heart of America Bridge by 2012.

MoDOT will continue to work with MARC and the community on an appropriate design for the improvements to the Heart of America corridor.

We have received requests to accelerate this project so that it can be completed as soon as possible. However, with our existing project commitments in the Statewide Transportation Improvement Program (STIP), funding is not available to accelerate the Heart of America bicycle/pedestrian crossing project before state fiscal year 2012.

Paseo Crossing

MoDOT is committed to achieving the goals of the kclCON (design-build) project:

- Deliver the I-29/I-35 corridor improvements within the total program budget of \$245 million.
- Construct a landmark Missouri River bridge(s) that can be reasonably maintained to provide more than a century of useful service.
- Maximize safety, mobility, aesthetics and capacity improvements in the corridor.
- Engage stakeholders and the community to successfully develop and deliver the project.
- Meet or beat the project completion date of October 31, 2011.

MoDOT will continue to work with the community to prioritize the needs for this project within the allocated budget.

MoDOT will include a provision in the RFP that enough design work be completed on a new Paseo Bridge to allow for the addition of a reasonable and safe bicycle/pedestrian facility to be designed and built, if funded, on the structure in the future.

MoDOT will continue to raise concerns about the safety and connectivity for bicyclists and pedestrians at this crossing due to the industrial land use north of the river and the high truck volume.

Other River Crossings

MoDOT will continue to work with MARC and the region to further explore other crossing opportunities to increase bicycle/pedestrian travel across the Missouri River.

APPLICABLE REFERENCE: None.

COMMENT CODE: 8A

SOURCE: Housing Authority of Kansas City, Missouri

RESPONSE: The alternatives discussed in the EIS state that lanes will be added into the corner of the CBD Loop. Delays will be reduced in the pm peak hour once the Front St. interchange is improved. The am peak hour may still see some delays, but will not get worse.

APPLICABLE REFERENCE: None.

COMMENT CODE: 8B

SOURCE: Housing Authority of Kansas City, Missouri

RESPONSE: Public informational meetings, both formal and informal, will be conducted during the project development stage to solicit comments, opinions and concerns from local officials and the public, including those regarding aesthetics. Should the majority of affected residents at the separate locations impacted concur that noise abatement is desired adjacent to the I-29/35 corridor then the department will consider noise abatement which meets the feasible and reasonable criteria.

APPLICABLE REFERENCE: None.

COMMENT CODE: 8C

SOURCE: Housing Authority of Kansas City, Missouri

RESPONSE: The contractor will be required to submit a plan to mitigate construction noise and vibration impacts that meets all applicable laws and regulations. The contractor will also be required to prepare a drilling and blasting program during design development that will place limits or controls on drilling and blasting activities. The contractor will be required to furnish MoDOT with letters of approval for any proposed blasting operation from the appropriate regulating agencies.

The geotechnical borings and borings for hazardous materials investigations did not find the presence of sinkholes within the project corridor. At this time we are not aware of any naturally occurring sinkholes in the area of Chouteau Courts. It is possible in an urban environment that sinkholes may be caused by sewer collapses or washouts by water leaks.

APPLICABLE REFERENCE: None.

COMMENT CODE: 8D

SOURCE: Housing Authority of Kansas City, Missouri

RESPONSE: The interchanges shown in the DEIS and FEIS are illustrative concepts used to develop a project footprint and estimate impacts. The Admiral access is shown as being removed due to safety concerns. Having said that, the EIS does not preclude leaving the Admiral ramps as they currently exist today.

APPLICABLE REFERENCE: None.

COMMENT CODE: 9A

SOURCE: Regional Transit Alliance, Downtown Council, American Institute of Architects – Kansas City Chapter and Kansas City Design Center Joint Response

RESPONSE: MoDOT is committed to achieving the goals of the kclCON (design-build) project:

- Deliver the I-29/I-35 corridor improvements within the total program budget of \$245 million.
- Construct a landmark Missouri River bridge(s) that can be reasonably maintained to provide more than a century of useful service.
- Maximize safety, mobility, aesthetics and capacity improvements in the corridor.
- Engage stakeholders and the community to successfully develop and deliver the project.
- Meet or beat the project completion date of October 31, 2011.

MoDOT will continue to work with the community to prioritize the needs for this project within the allocated budget. MoDOT is committed to including the Community Advisory Group in design-build discussions and proposal evaluations regarding the aesthetics of the Missouri River bridge. The kclCON Community Advisory Group will receive 20 out of 100 points to evaluate the architectural style and aesthetic designs proposed by design-build teams competing to construct a new Missouri River bridge(s). “We recognize that one of the goals of the project is to work with our stakeholders – work with the community – and to ensure that we deliver as much of what they desire as possible with the budget of this project,” said MoDOT Director Pete Rahn at the Missouri Highways and Transportation Commission meeting held December 1, 2006 in Kansas City, Missouri. “I believe that we have that level of trust in these individuals and their understanding of the community and we know that it is important to the community, and I know of no other way to demonstrate that in a greater fashion than saying, ‘Award the points.’ “

APPLICABLE REFERENCE: None.

COMMENT CODE: 9B

SOURCE: Regional Transit Alliance, Downtown Council, American Institute of Architects – Kansas City Chapter and Kansas City Design Center Joint Response

RESPONSE: The CBD North Loop Subcorridor was examined at the same level of detail as the other subcorridors in this project including evaluations of traffic, safety and congestion and other factors. The preferred alternative will provide additional vehicle capacity on the interstate system which will reduce travel on the non-interstate arterial and the local street system. Interchange analysis have been done to show that traffic movements can be accommodated. MoDOT re-examined the Preferred Alternative in the CBD North Loop Subcorridor since the Draft EIS. Because of the concerns from Columbus Park, North Kansas City and others, and the additional costs associated with Alternative B, the Preferred Alternative for the CBD North Loop Subcorridor became Alternative A which was comprehensively assessed in the Draft EIS.

Although funding is not available at this time, the CBD North Loop Subcorridor should continue to be a part of this NEPA process so that as funding becomes available the project can be moved forward.

APPLICABLE REFERENCE: Chapter I and II of the DEIS and the FEIS.

COMMENT CODE: 9C

SOURCE: Regional Transit Alliance, Downtown Council, American Institute of Architects – Kansas City Chapter and Kansas City Design Center Joint Response

RESPONSE: MoDOT is committed to continuing discussions with the public and key stakeholders regarding community priorities, which includes input regarding closures during construction. A maintenance of traffic plan will be developed for the construction phase of the project. The EIS has identified the possibility that the Paseo Bridge or other portions of the corridor could be closed during all or part of the construction period subject to the details that will be worked out during the design-build process. Public involvement and opportunity for input will continue into the design-build phase of the project when more information related to the design is available. MoDOT will coordinate with area businesses regarding access issues, via direct communication throughout the construction period.

APPLICABLE REFERENCE: None.

COMMENT CODE: 9D

SOURCE: Regional Transit Alliance, Downtown Council, American Institute of Architects – Kansas City Chapter and Kansas City Design Center Joint Response

RESPONSE: See Response to Comment 9A. MoDOT is looking at multi-faceted solutions. The solutions are not being assessed apart from one another. MoDOT's solution package is intended to accommodate a variety of warranted measures regarding transportation solutions.

APPLICABLE REFERENCE: None.

COMMENT CODE: 9E

SOURCE: Regional Transit Alliance, Downtown Council, American Institute of Architects – Kansas City Chapter and Kansas City Design Center Joint Response

RESPONSE: MoDOT is excited about the opportunity provided by the recently passed initiative to work with the region in pursuing the light rail mode of transportation for the area.

The Northland~Downtown Major Investment Study (MIS), conducted by MoDOT and the Kansas City Area Transportation Authority (KCATA) and completed in 2002, recommended utilizing the Route 9 (Burlington Avenue) corridor for transit, Bus Rapid Transit or Light Rail. Additional planning is necessary before final decisions are made on an alignment for light rail. The City of Kansas City will lead the planning effort.

The I-29 corridor was not recommended for additional transit due to it being a limited access freeway, making it more difficult for stations and access points. Also, the MIS indicated that additional capacity along I-29 is not necessary north of US-169 in the 20-year planning horizon.

The I-29/35 Environmental Impact Statement (EIS) and Location Study preferred alternative is a six-lane facility between Route 210 and the northwest corner of the downtown loop. Due to current congestion and safety concerns, the added capacity is necessary even with the MIS transit/light rail recommendation. An eight-lane facility past the 20-year planning horizon may not be needed with the transit/light rail recommendation.

The Interstate 29/35 Connections (kcICON) design-build project between Route 210 and the northeast corner of the downtown loop will proceed as scheduled.

MoDOT will continue working with our regional partners as the area's transit plan, Smart Moves, is updated to include light rail and as the plan is implemented.

APPLICABLE REFERENCE: None.

COMMENT CODE: 9F

SOURCE: Regional Transit Alliance, Downtown Council, American Institute of Architects – Kansas City Chapter and Kansas City Design Center Joint Response

RESPONSE: The Northland~Downtown MIS looked at four lanes plus two lanes for HOV for a larger area than the I-29/35 Study Corridor during southbound AM peak hour. The DEIS looked at six lanes, reserving two for HOV and showed a minimal travel time savings with a similar result of less person trip movement with HOV lanes than with the multi-purpose lanes. HOV was not shown to be cost effective for mitigating congestion. However, strategies such as HOV lanes are not precluded in the study corridor and can be considered as part of a regional HOV strategy in the future.

APPLICABLE REFERENCE: Summary, Chapters I and II of the DEIS. MIS Preferred Strategy Report: Transit and Highway Travel Demand, Section 5.0 High Occupancy Vehicle (HOV) Analysis; HOV Assessment, HOV Lanes (Alternative D) Fatal Flaw Assessment of I-29 HOV Improvements Table.

COMMENT CODE: 9G

SOURCE: Regional Transit Alliance, Downtown Council, American Institute of Architects – Kansas City Chapter and Kansas City Design Center Joint Response

RESPONSE: Both of these management approaches, Transportation System Management and Travel Demand Management, were considered in this EIS. None of the management techniques that are listed in the comment are precluded by the Preferred Alternative. These techniques can be implemented whenever there is a desire by the region to incorporate them and once planners analyze them for an area larger than this EIS study corridor.

APPLICABLE REFERENCE: Chapter I and II of the DEIS and the FEIS.

COMMENT CODE: 9H

SOURCE: Regional Transit Alliance, Downtown Council, American Institute of Architects – Kansas City Chapter and Kansas City Design Center Joint Response

RESPONSE: See Response to Comment 9B.

The visual exhibits included in the FEIS, particularly those Plates A-05 through A-09 in Appendix C, which show the CBD North Loop Subcorridor show clearly the changes being shown for what is now the Preferred Alternative. These exhibits show where pavement is to be removed and new pavement constructed but in most of this subcorridor there are no changes and the focus is on showing that the existing and proposed right of way are the same. As was explained earlier, the CBD North Loop Subcorridor Alternative B was the Preferred Alternative in the DEIS. This alternative had many more impacts and changes to access than CBD North Loop Alternative A. Because of the concerns from Columbus Park, North Kansas City and others, and the additional costs associated with Alternative B, the Preferred Alternative for the CBD North Loop Subcorridor became Alternative A in the FEIS.

APPLICABLE REFERENCE: Chapter I and II of the DEIS and the FEIS.

COMMENT CODE: 9I

SOURCE: Regional Transit Alliance, Downtown Council, American Institute of Architects – Kansas City Chapter and Kansas City Design Center Joint Response

RESPONSE: The interchanges shown in the DEIS and FEIS are illustrative concepts used to develop a project footprint and estimate impacts of conceptual design. Having said that, the EIS does not preclude an interchange type different from the SPUI proposed at Broadway. This will be examined again during final design.

APPLICABLE REFERENCE: None.

COMMENT CODE: 9J

SOURCE: Regional Transit Alliance, Downtown Council, American Institute of Architects – Kansas City Chapter and Kansas City Design Center Joint Response

RESPONSE: The interchanges shown in the DEIS and FEIS are illustrative concepts used to develop a project footprint and estimate impacts. The Admiral access is shown as being removed due to safety concerns. Having said that, the EIS does not preclude leaving the Admiral ramps as they currently exist today. A traffic model done in conjunction with the City of Kansas City, Missouri has been used to examine the impacts of the project in the area.

APPLICABLE REFERENCE: None.

COMMENT CODE: 10A

SOURCE: Kansas City Bicycle Club

RESPONSE: Based on the analysis done in the Feasibility Study for Downtown Bicycle/Pedestrian River Crossing and the recommendations from the Mid-America Regional Council (MARC), MoDOT is committed to letting for construction a reasonable and safe bicycle/pedestrian facility crossing the Missouri River along Missouri Route 9 between 10th Avenue in North Kansas City and 3rd Street in Kansas City via the Heart of America Bridge by 2012.

MoDOT has received requests to accelerate this project so that it can be completed as soon as possible. However, with existing project commitments in the Statewide Transportation Improvement Program (STIP), funding is not available to accelerate the Heart of America bicycle/pedestrian crossing project before state fiscal year 2012.

APPLICABLE REFERENCE: None.

COMMENT CODE: 10B

SOURCE: Kansas City Bicycle Club

RESPONSE: The Missouri River bridge is the only structure within the project that will be required to accommodate eight lanes in the future. There would be no where for the bicyclists/pedestrians to go once they were off of the structure.

APPLICABLE REFERENCE: None.

COMMENT CODE: 10C

SOURCE: Kansas City Bicycle Club

RESPONSE: The kclCON Community Advisory Group is made up of representatives appointed by the City of Kansas City, the City of North Kansas City, the Downtown Council, the North Kansas City Industrial District, the Columbus Park neighborhood, the Chouteau Courts Tenants Association, the Kansas City Chamber, the Northland Regional Chamber, Platte County, Jackson County, Clay County and MARC. MoDOT believes this committee represents the

citizens that will be most impacted by the construction of this project. It was discussed with the Advisory Group that the bike/ped community and those interested in transit accommodations would like to talk with MoDOT and the Advisory Group about the needs of their transportation modes and there have been presentations on these subjects regarding issues and ideas for consideration.

APPLICABLE REFERENCE: None.

COMMENT CODE: 10D

SOURCE: Kansas City Bicycle Club

RESPONSE: FHWA guidance was used in performing the impact analysis related to environmental justice issues. There has been a concerted effort made to minimize impacts to disadvantaged portions of the population. Public involvement and demographic analysis contributed to identifying and avoiding disproportionate impacts. Vehicular access to neighborhoods has been preserved and an effort made to maintain those routes which are used by public transit. Existing pedestrian access will be maintained. These components of the project support neighborhood character and have been developed through a collaborative process between MoDOT, I-29/35 stakeholders, neighborhood representatives and community leaders.

APPLICABLE REFERENCE: Chapter IV, B, 6 of the DEIS.

COMMENT CODE: 10E

SOURCE: Kansas City Bicycle Club

RESPONSE: Based on the analysis done in the Feasibility Study for Downtown Bicycle/Pedestrian River Crossing and the recommendations from the Mid-America Regional Council (MARC), MoDOT is committed to the goals of the kclCON (design-build) project:

- Deliver the I-29/I-35 corridor improvements within the total program budget of \$245 million.
- Construct a landmark Missouri River bridge(s) that can be reasonably maintained to provide more than a century of useful service.
- Maximize safety, mobility, aesthetics and capacity improvements in the corridor.
- Engage stakeholders and the community to successfully develop and deliver the project.
- Meet or beat the project completion date of October 31, 2011.

MoDOT will continue to work with the community to prioritize the needs for this project within the allocated budget.

MoDOT will include a provision in the RFP that enough design work be completed on a new Paseo Bridge to allow for the addition of a reasonable and safe bicycle/pedestrian facility to be designed and built, if funded, on the structure in the future.

MoDOT continues to be concerned about the safety and connectivity for bicyclists and pedestrians at this crossing due to the industrial land use north of the river and the high truck volume.

APPLICABLE REFERENCE: None.

COMMENT CODE: 10F

SOURCE: Kansas City Bicycle Club

RESPONSE: The Purpose and Need was originally developed in support of the regional goals and objectives of Transportation Outlook 2030 and the Northland~Downtown MIS as well as KCMO's "Focus" Plan.

The goals and objectives addressed in the Northland~Downtown MIS were; System Preservation, Personal Mobility and Quality of Life, Safety, Land Use and Development, Regional Economy, System Management and Efficiency and Cost Effectiveness. It is important to note that the Downtown Northland MIS studied all three river crossings in the CBD and the "Preferred Strategy" in that report concluded that the I-29/I-35 (Paseo Crossing) is where additional highway capacity needs to be added. The transit and non-motorized strategies were identified in the MIS on other existing or proposed bridges in the CBD.

The Purpose and Need for the Paseo EIS was also developed in coordination with regional stakeholders, resource and regulatory agencies, as well the general public through an extensive public involvement process. The overview of the Purpose and Need, in Chapter I, outlines six items deemed as the critical project needs for this project, all of which helped to frame the alternatives development and evaluation process. The Purpose and Need includes consideration of non-vehicle travel modes. The Purpose and Need of the project is to efficiently and safely move people, goods and service from north to south of the river in the I-35/I-29 corridor.

The Initial Concepts included a High Capacity Transit Concept and a Bicycle and Pedestrian Concept. These concepts fell out as stand-alone concepts as they did not by themselves, fully address the Purpose and Need of the project. However they are described as supportive elements to the Preferred Alternative. As such, MoDOT has committed to work with MARC and KCATA along with others to analyze transit services and look for opportunities to support the KCATA to enhance transit in the study area.

In terms of bicycle and pedestrian access, MoDOT is committed to letting for construction a reasonable and safe bicycle/pedestrian facility crossing the Missouri River along Missouri Route 9 between 10th Avenue in North Kansas City and 3rd Street in Kansas City via the Heart of America Bridge by 2012.

MoDOT will continue to work with MARC and the region to further explore other crossing opportunities to increase bicycle/pedestrian travel across the Missouri River.

APPLICABLE REFERENCE: Chapter 1, B. MIS Preferred Strategy Report, Problem Definition, Section 4.0 Transportation Goals and Objectives, Preferred Strategy Section 1.0, page 1, Section 4.0, page 2. Chapter I of the DEIS and FEIS.

COMMENT CODE: 11A

SOURCE: City of Kansas City, Missouri

RESPONSE: MoDOT can provide planning level cost numbers showing the increase in cost of the SPUI at Front Street versus the Preferred Alternative.

MoDOT will secure the necessary right of way, assume any associated environmental costs, and construct Front Street to the 4-lane standard within the project area.

APPLICABLE REFERENCE: None.

COMMENT CODE: 11B

SOURCE: City of Kansas City, Missouri

RESPONSE: The concepts indicated in the EIS would tie into the existing Paseo Boulevard and will not require any relocation of this boulevard. The concepts also do not preclude a realignment of the Paseo Boulevard as indicated in the conceptual alignments completed by the Kansas City Parks and Recreation Department and represented on the conceptual drawings in this EIS.

APPLICABLE REFERENCE: Summary, Chapters I and II of the DEIS.

COMMENT CODE: 11C

SOURCE: City of Kansas City, Missouri

RESPONSE: MoDOT has looked at the traffic model done in conjunction with the City of Kansas City, Missouri in examining traffic and access issues. The access changes that are being discussed are not part of the design-build portion of the project. The interchanges shown in the DEIS and FEIS are illustrative concepts used to develop a project footprint and estimate impacts. The Admiral access is shown as being removed due to safety concerns. Having said that, the EIS does not preclude leaving the Admiral ramps as they currently exist today. A traffic model done in conjunction with the City of Kansas City, Missouri has been used to examine the impacts of the project in the area.

APPLICABLE REFERENCE: None.

COMMENT CODE: 11D

SOURCE: City of Kansas City, Missouri

RESPONSE: The changes with 4th and 5th street were part of the City's plans and MoDOT was tying into those based on that information. The interchanges shown in the DEIS and FEIS are illustrative concepts used to develop a project footprint and estimate impacts of conceptual design. Having said that, the EIS does not preclude an interchange type different from the SPUI proposed at Broadway.

APPLICABLE REFERENCE: None.

COMMENT CODE: 11E

SOURCE: City of Kansas City, Missouri

RESPONSE: MoDOT is committed to continuing discussions with the public and key stakeholders regarding community priorities, which includes input regarding closures during construction. A maintenance of traffic plan will be developed for the construction phase of the project. The EIS has identified the possibility that the Paseo Bridge or other portions of the corridor could be closed during all or part of the construction period subject to the details that will be worked out during the design-build process. Public involvement and opportunity for input will continue into the design-build phase of the project when more information related to the design is available. MoDOT will coordinate with area businesses regarding access issues, via direct communication throughout the construction period.

APPLICABLE REFERENCE: None.

COMMENT CODE: 11F

SOURCE: City of Kansas City, Missouri

RESPONSE: Based on the analysis done in the Feasibility Study for Downtown Bicycle/Pedestrian River Crossing and the recommendations from the Mid-America Regional Council (MARC), MoDOT is committed to the following:

Heart of America Crossing

MoDOT is committed to letting for construction a reasonable and safe bicycle/pedestrian facility crossing the Missouri River along Missouri Route 9 between 10th Avenue in North Kansas City and 3rd Street in Kansas City via the Heart of America Bridge by 2012.

MoDOT will continue to work with MARC and the community on an appropriate design for the improvements to the Heart of America corridor.

We have received requests to accelerate this project so that it can be completed as soon as possible. However, with our existing project commitments in the Statewide Transportation Improvement Program (STIP), funding is not available to accelerate the Heart of America bicycle/pedestrian crossing project before state fiscal year 2012.

Paseo Crossing

MoDOT is committed to achieving the goals of the kclCON (design-build) project:

- Deliver the I-29/I-35 corridor improvements within the total program budget of \$245 million.
 - Construct a landmark Missouri River bridge(s) that can be reasonably maintained to provide more than a century of useful service.
 - Maximize safety, mobility, aesthetics and capacity improvements in the corridor.
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- Engage stakeholders and the community to successfully develop and deliver the project.
 - Meet or beat the project completion date of October 31, 2011.

MoDOT will continue to work with the community to prioritize the needs for this project within the allocated budget.

MoDOT will include a provision in the RFP that enough design work be completed on a new Paseo Bridge to allow for the addition of a reasonable and safe bicycle/pedestrian facility to be designed and built, if funded, on the structure in the future.

MoDOT will continue to raise concerns about the safety and connectivity for bicyclists and pedestrians at this crossing due to the industrial land use north of the river and the high truck volume.

Other River Crossings

MoDOT will continue to work with MARC and the region to further explore other crossing opportunities to increase bicycle/pedestrian travel across the Missouri River.

APPLICABLE REFERENCE: None.

COMMENT CODE: 11G

SOURCE: City of Kansas City, Missouri

RESPONSE: Based on the analysis done in the Feasibility Study for Downtown Bicycle/Pedestrian River Crossing and the recommendations from the Mid-America Regional Council (MARC), MoDOT is committed to letting for construction a reasonable and safe bicycle/pedestrian facility crossing the Missouri River along Missouri Route 9 between 10th Avenue in North Kansas City and 3rd Street in Kansas City via the Heart of America Bridge by 2012.

MoDOT has received requests to accelerate this project so that it can be completed as soon as possible. However, with existing project commitments in the Statewide Transportation Improvement Program (STIP), funding is not available to accelerate the Heart of America bicycle/pedestrian crossing project before state fiscal year 2012.

APPLICABLE REFERENCE: None.

COMMENT CODE: 11H

SOURCE: City of Kansas City, Missouri

RESPONSE: Sidewalks that currently exist will be replaced. Other pedestrian access will be considered during design. MoDOT is committed to getting input from the community related to their interests and concerns related, but not limited to, community cohesion, connectivity and access; multimodal transportation; system performance and operations; and design and aesthetic considerations.

APPLICABLE REFERENCE: Section F. #13 of the Record of Decision.

COMMENT CODE: 11I

SOURCE: City of Kansas City, Missouri

RESPONSE: FHWA and MoDOT are committed to involving the public in successfully developing and delivering the project as we move through the design-build process. Prior to awarding the design-build contract, public involvement activities will include a project Web site, newsletters and communications with adjacent property owners. MoDOT also will work with an advisory group of community representatives, appointed by elected and civic leaders. This group will help the project team identify and capture public priorities for various aspects of the project. These ideas will be summarized and broadly shared with members of the project team, prospective contractors and the public. MoDOT is committed to including the Community Advisory Group in design-build discussions and proposal evaluations regarding the aesthetics of the Missouri River bridge. The Community Advisory Group will receive 20 out of 100 points to evaluate the architectural style and aesthetic designs proposed by design-build teams competing to construct a new Missouri River bridge(s). In addition, MoDOT will hold a public meeting prior to awarding the design-build contract to capture and document the public's priorities for the project. MoDOT also will seek out public events where project information and team members can be made available.

Once a contractor is selected, MoDOT will hold a second public meeting where the selected contractor would be available to answer questions, share their design, and get input from the public on that design. Outreach through the project's Web site and newsletter, as well as outreach to impacted property owners will continue after awarding the design-build contract. Finally, MoDOT will work with the selected contractor to develop and implement plans to inform the public of property impacts, including traffic management plans.

MoDOT is committed to achieving the goals of the kcICON (design-build) project:

- Deliver the I-29/I-35 corridor improvements within the total program budget of \$245 million.
- Construct a landmark Missouri River bridge(s) that can be reasonably maintained to provide more than a century of useful service.
- Maximize safety, mobility, aesthetics and capacity improvements in the corridor.
- Engage stakeholders and the community to successfully develop and deliver the project.
- Meet or beat the project completion date of October 31, 2011.

MoDOT will continue to work with the community to prioritize the needs for this project within the allocated budget.

MoDOT will consider the establishment of a technical committee to coordinate and address local community interests following the selection of the Design-Build contractor and during the design and construction of the Design-Build process.

APPLICABLE REFERENCE: None.

COMMENT CODE: 12A

SOURCE: Mid-America Regional Council

RESPONSE: FHWA and MoDOT are committed to involving the public in successfully developing and delivering the project as we move through the design-build process. Prior to awarding the design-build contract, public involvement activities will include a project Web site, newsletters and communications with adjacent property owners. MoDOT also will work with an advisory group of community representatives, appointed by elected and civic leaders. This group will help the project team identify and capture public priorities for various aspects of the project. These ideas will be summarized and broadly shared with members of the project team, prospective contractors and the public. MoDOT is committed to including the Community Advisory Group in design-build discussions and proposal evaluations regarding the aesthetics of the Missouri River bridge. The Community Advisory Group will receive 20 out of 100 points to evaluate the architectural style and aesthetic designs proposed by design-build teams competing to construct a new Missouri River bridge(s). In addition, MoDOT will hold a public meeting prior to awarding the design-build contract to capture and document the public's priorities for the project. MoDOT also will seek out public events where project information and team members can be made available.

Once a contractor is selected, MoDOT will hold a second public meeting where the selected contractor would be available to answer questions, share their design, and get input from the public on that design. Outreach through the project's Web site and newsletter, as well as outreach to impacted property owners will continue after awarding the design-build contract. Finally, MoDOT will work with the selected contractor to develop and implement plans to inform the public of property impacts, including traffic management plans.

MoDOT is committed to achieving the goals of the kcICON (design-build) project:

- Deliver the I-29/I-35 corridor improvements within the total program budget of \$245 million.
- Construct a landmark Missouri River bridge(s) that can be reasonably maintained to provide more than a century of useful service.
- Maximize safety, mobility, aesthetics and capacity improvements in the corridor.
- Engage stakeholders and the community to successfully develop and deliver the project.
- Meet or beat the project completion date of October 31, 2011.

MoDOT will continue to work with the community to prioritize the needs for this project within the allocated budget.

APPLICABLE REFERENCE: None.

COMMENT CODE: 12B

SOURCE: Mid-America Regional Council

RESPONSE: Based on the analysis done in the Feasibility Study for Downtown Bicycle/Pedestrian River Crossing and the recommendations from the Mid-America Regional Council (MARC), MoDOT is committed to the following:

Heart of America Crossing

MoDOT is committed to letting for construction a reasonable and safe bicycle/pedestrian facility crossing the Missouri River along Missouri Route 9 between 10th Avenue in North Kansas City and 3rd Street in Kansas City via the Heart of America Bridge by 2012.

MoDOT will continue to work with MARC and the community on an appropriate design for the improvements to the Heart of America corridor.

We have received requests to accelerate this project so that it can be completed as soon as possible. However, with our existing project commitments in the Statewide Transportation Improvement Program (STIP), funding is not available to accelerate the Heart of America bicycle/pedestrian crossing project before state fiscal year 2012.

Paseo Crossing

MoDOT is committed to achieving the goals of the kcICON (design-build) project:

- Deliver the I-29/I-35 corridor improvements within the total program budget of \$245 million.
- Construct a landmark Missouri River bridge(s) that can be reasonably maintained to provide more than a century of useful service.
- Maximize safety, mobility, aesthetics and capacity improvements in the corridor.
- Engage stakeholders and the community to successfully develop and deliver the project.
- Meet or beat the project completion date of October 31, 2011.

MoDOT will continue to work with the community to prioritize the needs for this project within the allocated budget.

MoDOT will include a provision in the RFP that enough design work be completed on a new Paseo Bridge to allow for the addition of a reasonable and safe bicycle/pedestrian facility to be designed and built, if funded, on the structure in the future.

MoDOT will continue to raise concerns about the safety and connectivity for bicyclists and pedestrians at this crossing due to the industrial land use north of the river and the high truck volume.

Other River Crossings

MoDOT will continue to work with MARC and the region to further explore other crossing opportunities to increase bicycle/pedestrian travel across the Missouri River.

APPLICABLE REFERENCE: None.

COMMENT CODE: 13A

SOURCE: Missouri Bicycle Federation, Inc.

RESPONSE: Based on the analysis done in the Feasibility Study for Downtown Bicycle/Pedestrian River Crossing and the recommendations from the Mid-America Regional Council (MARC), MoDOT is committed to letting for construction a reasonable and safe bicycle/pedestrian facility crossing the Missouri River along Missouri Route 9 between 10th Avenue in North Kansas City and 3rd Street in Kansas City via the Heart of America Bridge by 2012.

MoDOT has received requests to accelerate this project so that it can be completed as soon as possible. However, with existing project commitments in the Statewide Transportation Improvement Program (STIP), funding is not available to accelerate the Heart of America bicycle/pedestrian crossing project before state fiscal year 2012.

APPLICABLE REFERENCE: None.

COMMENT CODE: 13B

SOURCE: Missouri Bicycle Federation, Inc.

RESPONSE: The Missouri River bridge is the only structure within the project that will be required to accommodate eight lanes in the future. There would be no where for the bicyclists/pedestrians to go once they were off of the structure.

APPLICABLE REFERENCE: None.

COMMENT CODE: 13C

SOURCE: Missouri Bicycle Federation, Inc.

RESPONSE: The kclCON Community Advisory Group is made up of representatives appointed by the City of Kansas City, the City of North Kansas City, the Downtown Council, the North Kansas City Industrial District, the Columbus Park neighborhood, the Chouteau Courts Tenants Association, the Kansas City Chamber, the Northland Regional Chamber, Platte County, Jackson County, Clay County and MARC. MoDOT believes this committee represents the citizens that will be most impacted by the construction of this project. It was discussed with the Advisory Group that the bike/ped community and those interested in transit accommodations would like to talk with MoDOT and the Advisory Group about the needs of their transportation modes and there have been presentations on these subjects regarding issues and ideas for consideration.

APPLICABLE REFERENCE: None.

COMMENT CODE: 13D

SOURCE: Missouri Bicycle Federation, Inc.

RESPONSE: Sidewalks that currently exist will be replaced. Other pedestrian access will be considered during design. MoDOT is committed to getting input from the community related to their interests and concerns related, but not limited to, community cohesion, connectivity and access; multimodal transportation; system performance and operations; and design and aesthetic considerations.

APPLICABLE REFERENCE: Section F. #13 of the Record of Decision.

COMMENT CODE: 13E

SOURCE: Missouri Bicycle Federation, Inc.

RESPONSE: FHWA and MoDOT are committed to involving the public in successfully developing and delivering the project as we move through the design-build process. Prior to awarding the design-build contract, public involvement activities will include a project Web site, newsletters and communications with adjacent property owners. MoDOT also will work with an advisory group of community representatives, appointed by elected and civic leaders. This group will help the project team identify and capture public priorities for various aspects of the project. These ideas will be summarized and broadly shared with members of the project team, prospective contractors and the public. MoDOT is committed to including the Community Advisory Group in design-build discussions and proposal evaluations regarding the aesthetics of the Missouri River bridge. The Community Advisory Group will receive 20 out of 100 points to evaluate the architectural style and aesthetic designs proposed by design-build teams competing to construct a new Missouri River bridge(s). In addition, MoDOT will hold a public meeting prior to awarding the design-build contract to capture and document the public's priorities for the project. MoDOT also will seek out public events where project information and team members can be made available.

Once a contractor is selected, MoDOT will hold a second public meeting where the selected contractor would be available to answer questions, share their design, and get input from the public on that design. Outreach through the project's Web site and newsletter, as well as outreach to impacted property owners will continue after awarding the design-build contract. Finally, MoDOT will work with the selected contractor to develop and implement plans to inform the public of property impacts, including traffic management plans.

MoDOT is committed to achieving the goals of the kcICON (design-build) project:

- Deliver the I-29/I-35 corridor improvements within the total program budget of \$245 million.
 - Construct a landmark Missouri River bridge(s) that can be reasonably maintained to provide more than a century of useful service.
 - Maximize safety, mobility, aesthetics and capacity improvements in the corridor.
 - Engage stakeholders and the community to successfully develop and deliver the project.
 - Meet or beat the project completion date of October 31, 2011.
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MoDOT will continue to work with the community to prioritize the needs for this project within the allocated budget.

APPLICABLE REFERENCE: None.

COMMENT CODE: 13F

SOURCE: Missouri Bicycle Federation, Inc.

RESPONSE: FHWA guidance was used in performing the impact analysis related to environmental justice issues. There has been a concerted effort made to minimize impacts to disadvantaged portions of the population. Public involvement and demographic analysis contributed to identifying and avoiding disproportionate impacts. Vehicular access to neighborhoods has been preserved and an effort made to maintain those routes which are used by public transit. Existing pedestrian access will be maintained. These components of the project support neighborhood character and have been developed through a collaborative process between MoDOT, I-29/35 stakeholders, neighborhood representatives and community leaders.

MoDOT will include a provision in the RFP that enough design work be completed on a new Paseo Bridge to allow for the addition of a reasonable and safe bicycle/pedestrian facility to be designed and built, if funded, on the structure in the future.

MoDOT continues to be concerned about the safety and connectivity for bicyclists and pedestrians at this crossing due to the industrial land use north of the river and the high truck volume.

MoDOT will continue to work with MARC and the region to further explore other crossing opportunities to increase bicycle/pedestrian travel across the Missouri River.

APPLICABLE REFERENCE: Chapter IV, B, 6 of the DEIS.

COMMENT CODE: 13G

SOURCE: Missouri Bicycle Federation, Inc.

RESPONSE:

Paseo Bridge

MoDOT is committed to achieving the goals of the kclCON (design-build) project:

- Deliver the I-29/I-35 corridor improvements within the total program budget of \$245 million.
 - Construct a landmark Missouri River bridge(s) that can be reasonably maintained to provide more than a century of useful service.
 - Maximize safety, mobility, aesthetics and capacity improvements in the corridor.
 - Engage stakeholders and the community to successfully develop and deliver the project.
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- Meet or beat the project completion date of October 31, 2011.

MoDOT will continue to work with the community to prioritize the needs for this project within the allocated budget.

MoDOT will include a provision in the RFP that enough design work be completed on a new Paseo Bridge to allow for the addition of a reasonable and safe bicycle/pedestrian facility to be designed and built, if funded, on the structure in the future.

MoDOT continues to be concerned about the safety and connectivity for bicyclists and pedestrians at the Paseo crossing due to the industrial land use north of the river and the high truck volume.

MoDOT's Practical Design Guide states that dedicated bicycle facilities will not be provided on Interstate roadways.

APPLICABLE REFERENCE: None.

COMMENT CODE: 13H

SOURCE: Missouri Bicycle Federation, Inc.

RESPONSE: MoDOT continues to be concerned about the safety and connectivity for bicyclists and pedestrians at this crossing due to the industrial land use north of the river and the high truck volume.

APPLICABLE REFERENCE: None.

COMMENT CODE: 13I

SOURCE: Missouri Bicycle Federation, Inc.

RESPONSE: MoDOT agrees that the project should fit into the region's goals and vision for transportation and we believe it does. The overview of the Purpose and Need, in Chapter I of the FEIS, outlines six items deemed as the critical project needs for this project, all of which helped to frame the alternatives development and evaluation process. The Purpose and Need includes consideration of non-vehicle travel modes. The Purpose and Need of the project is to efficiently and safely move people, goods and service from north to south of the river in the I-35/I-29 corridor.

APPLICABLE REFERENCE: Chapter I of the FEIS.

COMMENT CODE: 13J

SOURCE: Missouri Bicycle Federation, Inc.

RESPONSE: The Purpose and Need was originally developed in support of the regional goals and objectives of Transportation Outlook 2030 and the Northland~Downtown MIS as well as KCMO's "Focus" Plan.

The goals and objectives addressed in the Northland~Downtown MIS were; System Preservation, Personal Mobility and Quality of Life, Safety, Land Use and Development, Regional Economy, System Management and Efficiency and Cost Effectiveness. It is important to note that the Downtown Northland MIS studied all three river crossings in the CBD and the "Preferred Strategy" in that report concluded that the I-29/I-35 (Paseo Crossing) is where additional highway capacity needs to be added. The transit and non-motorized strategies were identified in the MIS on other existing or proposed bridges in the CBD.

The Purpose and Need for the Paseo EIS was also developed in coordination with regional stakeholders, resource and regulatory agencies, as well the general public through an extensive public involvement process. The overview of the Purpose and Need, in Chapter I, outlines six items deemed as the critical project needs for this project, all of which helped to frame the alternatives development and evaluation process. The Purpose and Need includes consideration of non-vehicle travel modes. The Purpose and Need of the project is to efficiently and safely move people, goods and service from north to south of the river in the I-35/I-29 corridor.

The Initial Concepts included a High Capacity Transit Concept and a Bicycle and Pedestrian Concept. These concepts fell out as stand-alone concepts as they did not by themselves, fully address the Purpose and Need of the project. However they are described as supportive elements to the Preferred Alternative. As such, MoDOT has committed to work with MARC and KCATA along with others to analyze transit services and look for opportunities to support the KCATA to enhance transit in the study area.

In terms of bicycle and pedestrian access, MoDOT is committed to letting for construction a reasonable and safe bicycle/pedestrian facility crossing the Missouri River along Missouri Route 9 between 10th Avenue in North Kansas City and 3rd Street in Kansas City via the Heart of America Bridge by 2012.

MoDOT will continue to work with MARC and the region to further explore other crossing opportunities to increase bicycle/pedestrian travel across the Missouri River.

APPLICABLE REFERENCE: Chapter 1, B. MIS Preferred Strategy Report, Problem Definition, Section 4.0 Transportation Goals and Objectives, Preferred Strategy Section 1.0, page 1, Section 4.0, page 2. Chapter I of the DEIS and FEIS.

COMMENT CODE: 13K

SOURCE: Missouri Bicycle Federation, Inc.

RESPONSE: See Response to Comment 13J.

APPLICABLE REFERENCE:

COMMENT CODE: 14A

SOURCE: Sierra Club

RESPONSE: Comment noted.

APPLICABLE REFERENCE: None.

COMMENT CODE: 14B

SOURCE: Sierra Club

RESPONSE: The CBD North Loop Subcorridor received was examined at the same level of detail as the other subcorridors in this project including evaluations of traffic, safety and congestion and other factors. The preferred alternative will provide additional vehicle capacity on the interstate system which will reduce travel on the non-interstate arterial and the local street system. Interchange analysis have been done to show that traffic movements can be accommodated. MoDOT re-examined the Preferred Alternative in the CBD North Loop Subcorridor since the Draft EIS. Because of the concerns from Columbus Park, North Kansas City and others, and the additional costs associated with Alternative B, the Preferred Alternative for the CBD North Loop Subcorridor became Alternative A which was comprehensively assessed in the Draft EIS.

Although funding is not available at this time, the CBD North Loop Subcorridor should continue to be a part of this NEPA process so that as funding becomes available the project can be moved forward.

APPLICABLE REFERENCE: Chapter I and II of the DEIS and the FEIS.

COMMENT CODE: 14C

SOURCE: Sierra Club

RESPONSE: MoDOT is looking at multi-faceted solutions. The solutions are not being assessed apart from one another. MoDOT's solution package is intended to accommodate a variety of warranted measures regarding transportation solutions.

APPLICABLE REFERENCE: None.

COMMENT CODE: 14D

SOURCE: Sierra Club

RESPONSE: The Northland~Downtown MIS looked at four lanes plus two lanes for HOV for a larger area than the I-29/35 Study Corridor during southbound AM peak hour. The DEIS looked at six lanes, reserving two for HOV and showed a minimal travel time savings with a similar result of less person trip movement with HOV lanes than with the multi-purpose lanes. HOV was not shown to be cost effective for mitigating congestion.

"Managed lanes" as an option for HOV on I-29/35 is not being considered due to the corridor constraints and the lack of differentials in peak AM and PM travel which does not allow for this type of solution.

APPLICABLE REFERENCE: None.

COMMENT CODE: 14E

SOURCE: Sierra Club

RESPONSE: Comment noted.

APPLICABLE REFERENCE: None.

COMMENT CODE: 14F

SOURCE: Sierra Club

RESPONSE: A maintenance of traffic plan will be developed for the construction phase of the project. The EIS has identified the possibility that the Paseo Bridge or other portions of the corridor could be closed during all or part of the construction period subject to the details that will be worked out during the design-build process. Public involvement and opportunity for input will continue into the design-build phase of the project when more information related to the design is available. MoDOT will continue to work with the public and appropriate agencies regarding access issues and management of congestion, including additional transit options.

APPLICABLE REFERENCE: None.

COMMENT CODE: 14G

SOURCE: Sierra Club

RESPONSE: MoDOT's commitment remains as it appeared in the FEIS: MoDOT will minimize lighting impacts. Efficient lighting and equipment will be installed, where appropriate, to optimize the use of light on the road surface while minimizing stray light intruding on adjacent properties.

APPLICABLE REFERENCE: Section F. #10, this Record of Decision.

COMMENT CODE: 14H

SOURCE: Sierra Club

RESPONSE: The Community Advisory Group is made up of community representatives, appointed by elected and civic leaders who made their own choices about the individuals who should represent them.

MoDOT is committed to achieving the goals of the kclCON (design-build) project:

- Deliver the I-29/I-35 corridor improvements within the total program budget of \$245 million.
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- Construct a landmark Missouri River bridge(s) that can be reasonably maintained to provide more than a century of useful service.
 - Maximize safety, mobility, aesthetics and capacity improvements in the corridor.
 - Engage stakeholders and the community to successfully develop and deliver the project.
 - Meet or beat the project completion date of October 31, 2011.

MoDOT will continue to work with the community to prioritize the needs for this project within the allocated budget.

APPLICABLE REFERENCE: None.

COMMENT CODE: 14I

SOURCE: Sierra Club

RESPONSE: Comment noted.

APPLICABLE REFERENCE: None.

COMMENT CODE: 14J

SOURCE: Sierra Club

RESPONSE: Comment noted.

APPLICABLE REFERENCE: None.

COMMENT CODE: 14K

SOURCE: Sierra Club

RESPONSE: See Response to Comment 14C.

APPLICABLE REFERENCE: None.

COMMENT CODE: 14L

SOURCE: Sierra Club

RESPONSE: Comment noted.

APPLICABLE REFERENCE: None.

COMMENT CODE: 14M

SOURCE: Sierra Club

RESPONSE: Comment noted.

APPLICABLE REFERENCE: None.

COMMENT CODE: 14N

SOURCE: Sierra Club

RESPONSE: Comment noted.

APPLICABLE REFERENCE: None.

COMMENT CODE: 14O

SOURCE: Sierra Club

RESPONSE: Comment noted.

APPLICABLE REFERENCE: None.

COMMENT CODE: 14P

SOURCE: Sierra Club

RESPONSE: Comment noted.

APPLICABLE REFERENCE: None.

COMMENT CODE: 14Q

SOURCE: Sierra Club

RESPONSE: The goal of design-build is to deliver the project faster and reduce costs as compared with more traditional approaches. The process encourages innovations in design, traffic management and construction phasing. The DEIS explores mitigation for those impacts where mitigation is needed and this will not be ignored because the project is being built in a non-traditional manner. Further discussions regarding mitigation and commitments are contained in the FEIS and this Record of Decision.

The kclCON Community Advisory Group is made up of representatives appointed by the City of Kansas City, the City of North Kansas City, the Downtown Council, the North Kansas City Industrial District, the Columbus Park neighborhood, the Chouteau Courts Tenants Association, the Kansas City Chamber, the Northland Regional Chamber, Platte County, Jackson County,

Clay County and MARC. MoDOT believes this committee represents the citizens that will be most impacted by the construction of this project.

APPLICABLE REFERENCE: None.

COMMENT CODE: 15A

SOURCE: U.S. Department of Housing and Urban Development

RESPONSE: Based on the analysis done in the Feasibility Study for Downtown Bicycle/Pedestrian River Crossing and the recommendations from the Mid-America Regional Council (MARC), MoDOT is committed to the following:

Heart of America Crossing

MoDOT is committed to letting for construction a reasonable and safe bicycle/pedestrian facility crossing the Missouri River along Missouri Route 9 between 10th Avenue in North Kansas City and 3rd Street in Kansas City via the Heart of America Bridge by 2012.

MoDOT will continue to work with MARC and the community on an appropriate design for the improvements to the Heart of America corridor.

We have received requests to accelerate this project so that it can be completed as soon as possible. However, with our existing project commitments in the Statewide Transportation Improvement Program (STIP), funding is not available to accelerate the Heart of America bicycle/pedestrian crossing project before state fiscal year 2012.

Paseo Crossing

MoDOT is committed to achieving the goals of the kclCON (design-build) project:

- Deliver the I-29/I-35 corridor improvements within the total program budget of \$245 million.
- Construct a landmark Missouri River bridge(s) that can be reasonably maintained to provide more than a century of useful service.
- Maximize safety, mobility, aesthetics and capacity improvements in the corridor.
- Engage stakeholders and the community to successfully develop and deliver the project.
- Meet or beat the project completion date of October 31, 2011.

MoDOT will continue to work with the community to prioritize the needs for this project within the allocated budget.

MoDOT will include a provision in the RFP that enough design work be completed on a new Paseo Bridge to allow for the addition of a reasonable and safe bicycle/pedestrian facility to be designed and built, if funded, on the structure in the future.

MoDOT will continue to raise concerns about the safety and connectivity for bicyclists and pedestrians at this crossing due to the industrial land use north of the river and the high truck volume.

Other River Crossings

MoDOT will continue to work with MARC and the region to further explore other crossing opportunities to increase bicycle/pedestrian travel across the Missouri River.

APPLICABLE REFERENCE: None.

COMMENT CODE: 15B

SOURCE: U.S. Department of Housing and Urban Development

RESPONSE: FHWA guidance was used in performing the impact analysis related to environmental justice issues. There has been a concerted effort made to minimize impacts to disadvantaged portions of the population. Public involvement and demographic analysis contributed to identifying and avoiding disproportionate impacts. Although it is recognized that vehicle ownership may be limited in certain portions of the corridor, vehicular access to neighborhoods has been preserved and an effort made to maintain those routes which are used by public transit. Existing pedestrian access will be maintained. These components of the project support neighborhood character and have been developed through a collaborative process between MoDOT, I-29/35 stakeholders, neighborhood representatives and community leaders.

While MoDOT continues to be concerned about the safety and connectivity for bicyclists and pedestrians at this crossing due to the industrial land use north of the river and the high truck volume, sidewalks that currently exist will be replaced. Other pedestrian access will be considered during design. MoDOT is committed to getting input from the community related to their interests and concerns related, but not limited to, community cohesion, connectivity and access; multimodal transportation; system performance and operations; and design and aesthetic considerations.

APPLICABLE REFERENCE: None.

COMMENT CODE: 15C

SOURCE: U.S. Department of Housing and Urban Development

RESPONSE: MoDOT's commitment regarding noise abatement stands as follows: The MoDOT Noise Policy will be used to address noise impacts. Noise abatement measures will be considered that are deemed reasonable, feasible and cost effective. Where appropriate, possible noise abatement measures will be presented, discussed and decided with the benefited residents during the design phase.

Based on the study completed for the I-29/35 corridor, Noise Barrier 2, Table IV-11 in the DEIS, in the North Subcorridor and Noise Barriers 3 and 4, Table IV-12 in the DEIS, in the CBD North Loop Subcorridor meet MoDOT's feasibility definition, according to MoDOT's Noise Policy, along with the engineering and economical aspects of MoDOT's reasonableness criteria. Public informational meetings, both formal and informal, will be conducted during the project development stage to solicit comments, opinions and concerns from local officials and the public.

Should the majority of affected residents at the separate locations impacted concur that noise abatement is desired adjacent to the I-29/35 corridor then the department will consider noise abatement which meets the feasible and reasonable criteria. If substantial changes in horizontal or vertical alignment occur during the remaining stages of design and construction, noise abatement measures will be reviewed. A final Noise Report will be prepared during design and following all receipt of public comments.

In response to the comment regarding specific receptors, namely N6, N11 and N98 a field check was done to determine if conditions had changed since the noise analysis was completed for the DEIS. Accordingly N6, does contain a total of 49 residential units and does include some on the first floor. N11 is primarily residential with 29 units all on the second floor and above. The first floor of the building is commercial. N98 also contains some 12 units of residential on the second floor and above. The first floor contains 2 commercial units as was listed in the DEIS. As is typical across the country MoDOT does not provide noise abatement for residences above the first floor. MoDOT's Noise Policy, which is approved by FHWA, also says that abatement will not normally be provided for areas of mixed land use.

The comment regarding N91 and the discrepancy between the noise levels for Alternative A and Alternative B can be explained by the significance in the difference between the two alternatives at this location.

APPLICABLE REFERENCE: Chapter III, B, 2, a and Chapter IV, S, 4 of the DEIS. Section F. #15 of this Record of Decision.

COMMENT CODE: 16A

SOURCE: U.S. Environmental Protection Agency

RESPONSE: Exhibit S-2b, IV-1, IV-2 and IV-3 have been revised to show that CO exceedances were not required. These exhibits can be found in Section J of this Record of Decision.

APPLICABLE REFERENCE: Section J, Conclusion, in this Record of Decision.

COMMENT CODE: 16B

SOURCE: U.S. Environmental Protection Agency

RESPONSE: Comment noted.

APPLICABLE REFERENCE: None.

COMMENT CODE: 16C

SOURCE: U.S. Environmental Protection Agency

RESPONSE: Comment noted.

APPLICABLE REFERENCE: None.

COMMENT CODE: 16D

SOURCE: U.S. Environmental Protection Agency

RESPONSE: Comment noted.

APPLICABLE REFERENCE: None.

COMMENT CODE: 16E

SOURCE: U.S. Environmental Protection Agency

RESPONSE: Comment noted.

APPLICABLE REFERENCE: None.

COMMENT CODE: 16F

SOURCE: U.S. Environmental Protection Agency

RESPONSE: MoDOT wishes to solicit information from the public about issues and concerns but without being intrusive. FHWA and MoDOT are committed to involving the public in successfully developing and delivering the project as we move through the design-build process. Prior to awarding the design-build contract, public involvement activities will include a project Web site, newsletters and communications with adjacent property owners. MoDOT also will work with an advisory group of community representatives, appointed by elected and civic leaders. This group will help the project team identify and capture public priorities for various aspects of the project. These ideas will be summarized and broadly shared with members of the project team, prospective contractors and the public. MoDOT is committed to including the Community Advisory Group in design-build discussions and proposal evaluations regarding the aesthetics of the Missouri River bridge. In addition, MoDOT will hold a public meeting prior to awarding the design-build contract to capture and document the public's priorities for the project. MoDOT also will seek out public events where project information and team members can be made available.

Once a contractor is selected, MoDOT will hold a second public meeting where the selected contractor would be available to answer questions, share their design, and get input from the public on that design. Outreach through the project's Web site and newsletter, as well as outreach to impacted property owners will continue after awarding the design-build contract. Finally, MoDOT will work with the selected contractor to develop and implement plans to inform the public of property impacts, including traffic management plans.

APPLICABLE REFERENCE: None.
